



Date: December 2, 2014

To: Thomas J. Bonfield, City Manager
Through: W. Bowman Ferguson, Deputy City Manager
From: Marvin G. Williams, Director of Public Works

Subject: Agenda Item - Street and Infrastructure Acceptance

Executive Summary

Pursuant to City ordinance, streets and associated infrastructure shall be considered for acceptance for maintenance by the City of Durham when they are improved in accordance with requirements established by the City Council. The following streets and associated infrastructure have been improved to City of Durham standards:

Lochside – Phase 3

- 1) Ranbir Drive – from the end of existing construction @ STA 15+50 northward to the end of construction @ STA 23+73.76 (824') and
- 2) Paperbark Court – from the centerline of Ranbir Drive south through the cul-de-sac (882') and
- 3) Orindo Drive – from the north centerline of Paperbark Court west to the beginning of Phase 3 construction @ STA 0+00 (595') and
- 4) Lake Mist Circle – from the centerline of Ranbir Drive southwest through the cul-de-sac (127').

Recommendation

The Public Works Department recommends that the City Council accept the above named streets, as well as the water, sewer, and storm drainage lines located within the street rights of way, for maintenance by the City of Durham.

Background:

Lochside – Phase 3 is located within an area that has been developed and annexed into the City. Per the extension agreement executed with the developer, street rights of way and utility easements have been dedicated as public with the understanding that once the streets were built to City of Durham standards and as defined by the agreements, these streets and associated infrastructure would be accepted for maintenance by the City.

Issues and Analysis:

Past practice has dictated that the City of Durham accept streets and infrastructure that are part of new developments with dedicated public rights of way as defined by the extension agreements.

Alternatives:

The alternative to accepting these streets from the developer would be to decline their request and ask that they continue to maintain these streets under private maintenance programs.

Financial Impacts:

Accepting these streets would result in the City spending some additional annual maintenance funds. This expense would be somewhat mitigated by adding additional mileage to the annual Powell Bill listing, resulting in additional State Powell Bill funds for the City.

SBDE Summary:

N/A

MGW/mln

cc: Robert Joyner, Public Works
Nathan McHenry, Public Works
Albius Mufalo, Public Works
Tony Haithcock, Public Works
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